

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, S. AFRICA,  
PRIVATELY PRINTED AT THE  
OUTPOST  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M.  
Appointments to the King.  
Those in favour of  
health and strength  
please signify in the  
usual way by taking  
**BOVRIL**

No. 15,842. 號二十四百八千五萬一第 日八初月元年元號宣 HONGKONG, FRIDAY, JANUARY 29TH, 1909. 五拜禮 號九十二月正年九零百九千一英港香 PRICE, \$3 PER MONTH.

**WATSON'S**  
EFFERVESCENT  
**LIVER SALT**  
Highly Recommended for all Derangements  
of the Stomach and Liver.  
**A. S. WATSON & CO.,**  
LIMITED,  
THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841. [a30]

**NEW PIANOS**  
ON HIRE  
AT \$10 PER MONTH.  
**TUNING AND**  
**REGULAR**  
**ATTENTION**  
**INCLUSIVE.**  
**S. MOUTRIE & CO.,**  
LIMITED.  
CHATER ROAD.  
Hongkong, 1st October, 1908. [a40-1]

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory.  
In Bags 250 lbs. net \$3.45 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 29th April, 1908. [a1647]

**THE GRAND HOTEL.**  
DIVISION STREET, KOBE.  
FIRST-CLASS CUISINE.  
COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.  
BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
F. DOMBALLE Proprietaire.  
M. MAILLE [a6]

**PEAK TRAMWAYS COMPANY**  
LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every 15 minutes.  
SATURDAY.  
Extra Cars at 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong 9th May, 1907. [1374]

## WATKINS RED CROSS WHISKY IS THE BEST.

THE SECRET OF ITS POPULARITY IS INSIDE  
EVERY BOTTLE.

PRICE \$14 PER DOZEN.

### WATKINS LIMITED.

CHEMISTS AND DRUGGISTS.

31, Queen's Road Central.

Hongkong, 22nd January, 1909. [a39]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	★★★★	- - -	\$22.50
"	★★★★	- - -	20.00
"	★★★	- - -	17.00
WHISKY, PAUL MALL		- - -	20.00
"	JOHN WALKER & SONS'		
"	OLD HIGHLAND	- - -	12.50
"	C. P. & CO'S SPECIAL		
"	BLEND	- - -	10.50
PORT WINE, INVALIDS	- - -	- - -	20.00
"	DOURO	- - -	13.50
SHERRY, FINO SUPERIOR	- - -	- - -	14.75
"	LA TORRE	- - -	16.00
"	OLD EAST INDIA	- - -	18.50
"	AMOROSO	- - -	20.00
"	ROYAL AMONTILLADO	- - -	23.00
"	CURIO SOLERA	- - -	28.50
BENEDICTINE, D.O.M.	- - -	- - -	Qts. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,**  
HONGKONG AGENTS. [a51]

## TAILORING DEPARTMENT.

SPECIAL OFFER FOR ONE MONTH OF OUR SUPERB STOCK  
OF SUITINGS AT THE FOLLOWING EXCEPTIONAL PRICES  
FOR CASH.

SCOTCH AND CHEVIOT TWEED SUITS  
ANGOLAS, CASHMERES AND LLAMAS  
AT \$35, \$38, \$40 & \$45.

BLUE AND BLACK SERGES, VICUNAS, &c.  
AT \$35, \$38 & \$40.

CASHMERE TROUSERS	- - -	\$12	\$14	\$16
FANCY VESTS	- - -	\$7.50	\$8.50	\$10
OVERCOATS	- - -	\$35	\$40	
DRESS SUITS SILK LINED	- - -	\$75	\$85	
DRESS DINNER SUITS SILK LINED	- - -	\$70	\$80	

NOTE:—All above Materials are quite NEW, and of the very best quality and Latest Patterns.

## LANE, CRAWFORD & CO

Hongkong, 11th January, 1909 [a33]

### 司公木與昌商英

THE PACIFIC COAST LUMBER MILLS, LTD  
VANCOUVER, BRITISH COLUMBIA, CANADA.

## DOUGLAS FIR (OREGON PINE) TIMBERS

FOR

**DOCK-YARDS: DECKING, SHEATHING, TIMBERS, SPARS, &c.**  
**RAILWAYS: SLEEPERS, TIMBERS, PILES AND CAR-STOCK.**

Shipments made direct from our Saws to the Consumer in South China.

THOS. W. KYDD, Oriental Representative.  
Office No. 30, Prince's Buildings, Opposite King Edward Hotel.  
Telephone 373. Hongkong, 14th November, 1908. [a1565]

TRADE MARK  
The GOLD MEDAL for Quality in the  
France-British Exhibition has been awarded to  
**"WHITE HORSE" WHISKY.**  
To His Majesty  
The King  
By Royal Appointment.  
**LANE. CRAWFORD & CO.**  
SOLE AGENTS.  
MACKIE & CO. DISTILLERS LTD.  
LAGAVULIN DISTILLERY, ISLAY.  
ESTAB. 1742.  
MALT-MILL  
CRAIGELLACHIE, GLENLIVET  
Quality  
The Secret of  
Success.  
NOTE:—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
will be refused supplies. [a34]

## BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.  
TELEPHONE, No. 696.

### TENNIS RACKETS.

A NEW CONSIGNMENT OF SLAZENGER'S  
"DOHERTY" BLACK GUT.

### GOLF BALLS.

SPALDING'S "WIZARD" WITH BLUE DOT.

SPALDING'S ATHLETIC LIBRARY.

How to Swim and Save Life, by C. M. Daniels.	Crickets Guide and How to play "Cricket," by Prince Ranjitsinghji.
Golf Guide, by James Braid.	How to Run 100 Yards by J. W. Morton.
Rugby Guide and How to play "Rugby," by Old International.	How to Sprint.
Football Guide and How to play "Soccer," by S. Bloomer.	Lawn Tennis Guide by P. A. Vail.
How to play Water Polo.	Base Ball Guide, by Henry Chadwick.



## "POLO" BRAND SCOTCH WHISKY.

(HOME BOTTLED)

\$15.00 PER DOZEN.

SOLE AGENTS—

**CALDBECK, MACGREGOR & CO.,**

WINE & SPIRIT MERCHANTS.

15, Queen's Road Central. [a35]

Hongkong, 29th January, 1909.

### INSURANCES

**AACHEN AND MUNICH FIRE IN-**  
**SURANCE CO.**  
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

**WM. MEYERINK & CO.,**  
Agents.

Hongkong, 5th September, 1908. [120]

**THE GLOBUS INSURANCE COMPANY**  
OF HAMBURG.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

**CARLOWITZ & Co.**  
Agents.

Hongkong, 13th August 1906. [28]

**NORTH BRITISH AND MERCAN-**  
**TILE INSURANCE COMPANY.**

TOTAL FUNDS at 31st December, 1907  
£18,114,624.

Authorized Capital	£3,000,000
Subscribed Capital	2,750,000
Paid-up Capital	687,500 0 0
II. Fire Funds	3,065,374 15 7

THE Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 21st July, 1908. [1019]

**ALEXANDRA CINEMATOGRAPH**

No. 2, ZETLAND STREET—CORNER OF

HOQUEAN-ALAI'S—NEAR CLOCK TOWER.

TO-NIGHT AND EVERY EVENING.

**FAMILY PROGRAMME.**

ENTIRE CHANGE OF FILMS

EVERY MONDAY & THURSDAY.

THE FILMS have NEVER been seen in

ANY Cinematograph in Hongkong.

Hours 9 to 11 p.m.

ADMISSION \$1.20, 80 cts. and 50 cts.

Hongkong, 22nd January, 1909. [224]

### SINGON & CO.

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shipchandlers. Nos. 25 & 27, HING  
LOOKE STREET, (2nd Street, west of Central  
Market) Telephone No. 515. [660]

### JUST LANDED

A LARGE ASSORTMENT OF

## KODAK FILMS

### A TACK & CO.

26, DES VOUEX ROAD, CENTRAL.

Hongkong, 7th January, 1909. [37]

### A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

### NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 55SG. at 2s. 6d. and

7s. 50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

**WM. SCHMIDT & Co.**

Hongkong, 26th October, 1906. [1445]

### AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

**SIEMSEN & Co.**

Hongkong, 6th March, 1907. [47]

### AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

**CARLOWITZ & Co. Agents.**

Hongkong, 13th March, 1907. [535]

### DAVID CORSAIR & SON'S

MERCHANT NAVY

NATY BOILED

LONG FLAX

RELIANCE CROWN

TABPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

1674

### HOTELS

## HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
[a42] A. F. DAVIES, Manager.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a230]

## "KINGSOLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 134.

Telegraphic Address: "SACHSOLA."  
A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
[a45] Proprietress, Mrs. G. SACHSE.

## "BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns; Large Airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone, No. 690.

Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

## ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort

to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHAEY,

Proprietress.

Hongkong, 5th October, 1908. [a43]

## VICTORIA HOTEL

SHAMBERN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMBERN."

SITUATED ON THE BRITISH CONCESSION.

**MACAO HOTEL.**

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRAND

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER,

Proprietor.

[a1625]

## "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision, as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. Sui An and Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [a48]

COLD STORAGE.

THE Hongkong Ice Company, Ltd.,

have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily. Sunday

excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [a48]



## INTIMATION

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED A.D. 1841.

FANCY TOILET  
ARTICLES.HANDSOME TOILET SETS,  
SILVER MOUNTED IN FANCY  
LEATHER CASES,  
HANDSOME PUFF BOXES  
CUT GLASS BOXES,  
in Great Variety.HAIR BRUSHES IN LEATHER CASES  
PERFUME SPRAYS,  
MANICURE SETS,  
SCISSORS IN CASES.

## RAZORS IN CASES.

BY THE BEST MAKERS:  
PATENT RAZOR STROPS, SHAVING  
MIRRORS, HAND MIRRORS,  
&c., &c., &c.SMOKERS'  
REQUISITESA Very Fine Selection in Great Variety—  
MEERSCHAUM and BRIAR PIPES, CALA-  
BASH PIPES, (a Special Assortment),  
SMOKERS' COMPANIONS, MEERSCHAUM  
and AMBER CIGAR and CIGARETTE  
HOLDERS, CIGAR and CIGARETTE CASES  
in real CROCODILE SKIN, SNAKE SKIN,  
etc., TOBACCO POUCHES in HEAVY  
CROCODILE, SNAKE and DOG SKIN, etc.,  
TOBACCO BOXES and JARS, ASH TRAYS.ALL THESE GOODS ARE OF THE  
HIGHEST CLASS  
AND SPECIALLY SELECTED.A. S. WATSON & CO.  
LIMITED,ALEXANDRA BUILDINGS AND  
KOWLOON DISPENSARY.

Hongkong, 6th January, 1909. [29]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news  
column should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.All letters for publication should be written on  
one side of paper only.  
No anonymously signed communications that  
have already appeared in other papers will be  
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LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, JANUARY 29TH, 1909.

THE telegraphic information which we published yesterday to the effect that the British Admiralty contemplated the reduction of the Channel Fleet and the creation of a new North Sea Fleet is significant of the greater consideration which is at present being given to the defence of Great Britain. The proposed redistribution of the fleets need not be regarded as a threat to any particular country, nor need it be deemed an attempt to appease the alarmists who continually point to the possibility of invasion. There are good reasons—powerful commercial reasons—for refusing to believe in the likelihood of any of the leading nations of Europe coming to blows, and a dispassionate review of the circumstances will prove beyond doubt that the prospective re-arrangement of the fleets is dictated by purely naval considerations and not by a desire to antagonize Germany or still further encourage the feeling which is expressed in the term Anglophobia. When we recollect all the efforts that have been made and are being made to promote a better understanding between the two nations, the interchange of visits of representative people, and—most important of all—the proposed visit of King Edward to Germany, there can be little doubt that there is a real and genuine wish in both Germany and Britain that the relations between them should be of the most cordial nature,

and that nothing should be allowed to interrupt the progress of two of the leaders in the march of civilization. Some who are eager to stir up strife may seize upon this project as a threat to Germany, but it is no more directed towards that Power than the institution of the Volunteer movement or the formation of the Territorial Army. Naval conditions are always changing. Great Britain is no longer the only power on the sea. Other navies have arisen and naturally they are not without their effect on British naval policy. Generally speaking, the redistribution indicated is only a continuation of the policy enunciated under a Conservative Administration when the establishment of a naval base at Rosyth in the Firth of Forth was decided. That proposition, when first made public, aroused some criticism in Germany, but, after all, there could be no disguising the fact that the project was only a belated recognition of an imperative need that had long existed. For years it has been felt that the Scottish coasts were inadequately protected, and the creation of a base in the northern kingdom, while justified by naval considerations, might also be regarded as a concession to Scottish demands for a share of the work done at naval centres, which was previously a monopoly of England. To remove this weakness in the scheme for the defence of Britain is not only advisable but absolutely necessary, if greater security against possible attacks is desired, and no one will deny the right of Great Britain to make the disposition of her navy which will offer the highest degree of protection. All the other countries of Europe look well to their frontiers not because they are afraid that their neighbours are anxious to strike at any particular place, but because it is part of their respective schemes of defence. In like manner it may be conceded that Great Britain, although she has no frontiers touching those of other countries, is justified in looking to the defence of her coasts. On the other hand we have little sympathy with those alarmists who surround themselves with fear at every new movement on the part of some Continental power. Such demonstrations suggest cowardice, and their effect, if allowed to become general, would not only make Britons the laughing stock of the Continent, but would also encourage the contingency they are so anxious to avert. An overweening confidence is not advisable, neither is panic. As we suggested at the outset, there are, apart from purely military considerations, good reasons why war is not likely to eventuate. The commercial interests of both countries are so great, and have so much in common that they would not readily suffer to take place the dislocation of trade and commerce which would be a co-relative of any outbreak of hostilities among the greater Powers of Europe. Ostensibly the issue lies in other hands, but we know full well that with such a community of commercial interests nothing untoward will be allowed to happen. The naval expert may have his opinion as to whether the proposed arrangement, owing to the wider area over which the fleets will be distributed, tends to weaken the effective striking force of the Navy, but while we do not propose to enter upon the discussion of a question which has been decided by the Lords of the Admiralty, it seems to us that the concentration of the navy is in no wise impeded by this arrangement and the protection of hitherto unpatrolled coasts will add materially to the sense of security in Britain which all schemes of defence are intended to impart.

The German Mail of the 30th December 1908 was delivered in London on the 27th inst. The Members of the St. John's Cathedral Choir are giving a Concert, in aid of the Cathedral Organ Fund, on Monday, February 15th. The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals—  
Kim Sin Theatre per Mr. Ho Kom Tang \$500.  
His Excellency the Governor of the Straits Settlements, the Straits Times understands, will probably leave for home by the mail sailing about the middle of February. His Excellency will be away some three months altogether, and during his absence the duties of Officer Administering the Government will be undertaken by the Colonial Secretary, Sir Arthur Young, K.C.M.G.  
Despite the many attractions, the Alexandra Cinema, in Zetland Street, is every evening well patronized by audiences, who enjoy the really good pictures shown. The proprietor changes the entire programme every Monday and Thursday and none of his films have ever been seen before in Hongkong. The hearty laughter and applause of the audience testify to the high standard of the subjects and the Alexandra can be recommended to those in a quest of a superior and quiet pastime.

Although the old Straits Settlements have ceased to be legal tender on the 1st January 1909, there still appears to be a large number of them in the possession of persons who have not been able to exchange them for the new Straits Settlements dollar within the time fixed by the Government, and His Excellency the Governor has been pleased to extend the period for effecting such exchange at the Treasuries to the 28th February next.

A Tonkin paper calls attention to the increasing importance of Saigon, and its extraordinary commercial development, as a striking example of French colonial enterprise. Every year, that port goes ahead in a remarkable manner, the population increases rapidly and builders never find business slack. The tonnage frequenting the port rose from 334,340 tons in 1903 to 1,695,315 tons in 1907. The volume of trade in imports and exports together shot up from a value of over 259 millions of francs in 1902 to nearly 392 millions in 1907.

During last year the number of plague cases at Rangoon was 1,109—about the same number as in Hongkong. In 1907 the public brought to the Sanitary department at Rangoon 1,157,148 rats and the Plague staff caught 40,602. In 1908, the Plague Staff's record was 110,696, and the public contribution 731,712. The Health Officer comments—This decrease is entirely satisfactory. The large rat reward had encouraged, a very big system of swindling. Rats in enormous numbers were being brought in by contractors from the jungle and the paddy fields, and retailed to large numbers of coolies, who brought them to the depots in small numbers for the reward. This system has to a very large extent been broken down and the diminution in the number of rats brought by the public means simply diminished fraud and lessening of effective action. The plague officers are now in closer touch with the section of the community which brings in rats and know where and how the rats are caught.

## TIRED OF LIFE.

Two Chinese who attempted to commit suicide on Wednesday appeared before Mr. J. R. Wood at the Magistracy yesterday. In the first instance an old woman, who was arrested at Yammait for gathering pine cones and placed in a cell at the Police Station, attempted to strangle herself with a lace with which her hair was bound. Making one end of this lace fast to her neck, she tied the other end to a bar of the cell door and endeavored to hang herself. The attempt would no doubt have been successful but for the timely arrival of Sergeant Macdonald, who released her. On appearing before the Court she was bound over to be of good behaviour in the sum of \$10.

In the other case a student attempted to end his days by jumping off the Praya central into the harbour, but was rescued by some boatmen in the vicinity. The attempt was made while the guns were booming their congratulations to the German Emperor, and the student explained that he took this as his death knell, because he feared that his mother and the rest of his family had been beheaded in Canton. The charge was remanded pending a medical examination of the rash young man.

## ANOTHER BURGLARY.

Another burglary occurred in a restaurant at 416, Des Vexes Road, West, on Wednesday night or early yesterday morning. The thief forced an entrance through a wire screen at the rear of the cook house, visited various rooms in the restaurant and departed with clothing to the value of \$32. Through the smartness of a lunkon, however, he was arrested before the police were informed of the robbery. The thief was going aboard a Canton steamer with his spoil when the lunkon detained him and requested to know what was in the bundle he carried. The robber answered the questions which succeeded so unsatisfactorily that he was taken to the Central Police Station and charged. There it was discovered that he had also returned from banishment, and yesterday he appeared before Mr. J. H. Kemp at the Magistracy to answer both charges. He was found guilty on each count and sentenced to twelve months' imprisonment with hard labour.

## HARMSTON'S CIRCUS.

Public patronage and enthusiasm at the excellent performance provided by Harmston's Circus is still in the ascendant, the large tent at Causeway Bay being well filled nightly. Trapeze artists, acrobats, gymnasts and clowns have combined in giving the public value for their money, and as the success of any performance is made or marred by public opinion, there can be no doubt that that opinion has decided in favour of Harmston's. This fact is borne out by the attractiveness of Causeway Bay just now, and by the marked approval with which the spectators continue to receive the various performers.

## ILLICIT OPIUM TRAFFIC.

An exemplary sentence was passed on a native by Mr. J. H. Kemp at the Magistracy yesterday. The defendant, it was ascertained, had three previous convictions against him for being in unlawful possession of opium, and yesterday he appeared before the Court on two charges of having nearly five taels in his possession without a permit. On the evidence, he was found guilty and ordered to pay a fine of \$750, the alternative being six months' imprisonment.

## MISHAP TO THE "CAPRI."

Captain Domenico, of the Italian steamer Capri, on arrival at Singapore last week from Hongkong, on route to Bombay, reported that in avoiding a sailing tugboat, the vessel went ashore on the reef at Horsburgh Lighthouse and remained there for about two hours when she got off without assistance and with but little damage. She was to go into dry dock to have her hull examined.

## TELEGRAMS.

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## KOREAN EMPEROR'S TOUR.

## ANTI-JAPANESE MANIFESTATIONS.

TOKYO, January 28th.  
The Korean Emperor's tour to the north is not being characterised with the harmony which was displayed in the south.

On Wednesday at Pingyang the Aid-de-camp of the Imperial suite attacked the Home Minister.

On the previous night explosives were thrown into the Welcome Building, and other manifestations of dissatisfaction with the Imperial House of Korea have been shown.

Strong anti-Japanese sentiment has been displayed, and the itinerary has been partially abandoned.

[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]DEATH OF A FAMOUS  
ACTOR.

LONDON, January 27th.

The death is announced of M. Benoit Constant Coquelin, the elder of the two brothers so long famous on the French stage.

## TANG SHAO-YI IN LONDON.

LONDON, January 27th.

H. E. Tang Shao-Yi has arrived in London from America.

In the course of an interview His Excellency said the object of his visit was to study the financial methods and conditions in England, France and Germany.

He denied that he had made any attempts to arrange an alliance or to raise loans in America. He admitted that he had left America earlier than he had intended in consequence of instructions from Peking.

## THE KAISER'S BIRTH DAY.

LONDON, January 28th.

The Kaiser's fiftieth birthday has been most enthusiastically celebrated in Berlin.

The newspapers in their commemorative articles generally refer to the famous "interview" published in the London "Daily Telegraph," and commend His Majesty's acquiescence in the will of the people.

CALIFORNIA'S ANTI-JAPANESE  
LEGISLATION.

LONDON, January 28th.

The Californian Legislature has postponed the Anti-Japanese Bills with a view to amendments in accordance with the wishes of the Federal Government.

## SIR JACOB SASSOON'S MUNIFICENCE.

Sir Jacob Sassoon, Bart., has just recently added £30,000 to the funds of the Jewish Free School in Hyndland, Bombay, to which he generously contributed two lakhs of rupees some years ago. Boys and girls are taught in the same classes. Religious instruction is not neglected, and Hebrew is a compulsory subject. Some pupils have already passed in the Matriculation Examination from the Jacob Sassoon Free School. Its founder is a man of broad educational sympathies. While contributing so generously to the encouragement of scientific education in the Presidency, it is a pleasure to see that he has by no means neglected the interests of the small community of which he is the head.—Times of India.

COLOMBO AS A DISTRIBUTING  
CENTRE.

## POSSIBLE ADVENT OF AMERICAN HOUSES.

Colombo as a seaport with a feature, and as a convenient distributing port, is at present being made known when opportunity occurs to commercial houses in the United States. Mr. Teichmann, the U. S. Consul, in the course of his daily duties, has frequent enquiries regarding Colombo, and indicates, at these times, his impressions pointing out the possibilities of India by railway and the rapid access to India there will be if Colombo be made a terminal port, compared with steaming round to Madras or Calcutta. It will not be at all surprising if, in the future, several United States commercial houses open branches in Colombo.—Times of Ceylon.

## CORRESPONDENCE.

HONGKONG FOOTBALL CLUB AND  
THE SHANGHAI INVITATION.[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

DEAR SIR,—As certain statements with regard to the proposed visit of our Association XI to Shanghai and its subsequent abandonment have appeared in your columns, my Committee have desired me to write to you and clear up the following points. The invitation was from Club to Club and hence the use of the word "Interport" with regard to the fixture is a misnomer. I may point out in addition as a further proof of this that, through the Shanghai Football Club we received a challenge to play the Shanghai League, after playing our match with the Shanghai Football Club, but again no question of an "Interport" team arose. As to the statement that appeared in the Press that it was impossible for the Hongkong Football Club to send a team of its own members to Shanghai without paying their passages and supplying them with pocket money, I have to point out that this statement is quite erroneous for the following reasons:—When at the last moment it was found necessary, in order to raise a team of any reasonable strength, to go outside the members of the Hongkong Football Club a special letter was written to Shanghai explaining this and regretting our inability to send a team composed entirely of our own members. This appeal to players outside the Hongkong Football Club entailed a heavy expenditure in passage money and expenses which the Club would have found it very difficult to raise and when further withdrawals took place it was deemed advisable to cancel the fixture, not without deep regret.

My Committee trust that this statement will clear up finally any uncertainty in the matter.—Yours faithfully,

H. L. O. GARRETT,  
Hon. Secretary, H.K.F.C.

## THE RECENT ARMED ROBBERIES.

## SUCCESSFUL POLICE RAID.

The meshes of the law have closed in on one of the supposed bands of armed robbers who of late have terrorised the inhabitants of the Yammait district, and gained for that district an unpleasant notoriety. On Wednesday night Inspector Dymond and a posse of police proceeded to Cheungshawan and surrounded a house suspected of being a den of thieves. When a guard had been set on all passages of escape the remainder of the police entered, ready for any emergency. As it happened, however, the inmates were unprepared for their visitors, and were soon placed under arrest. A search of the house followed, and besides a large quantity of stolen property and numerous pawn tickets, the police are said to have found many daggers and loaded revolvers.

We understand that some of the men arrested have an unsavory record. The police, however, are not yet disposed to disclose the story of the raid, but when the case is worked up some sensational facts are expected to be revealed.

## A YAMMAIT CASE.

Chan Chi was placed before Mr. J. H. Kemp at the Magistracy yesterday on a charge of armed robbery on the 19th inst. The defendant, armed with a dagger, and accompanied by two other natives not in custody, entered the dwelling of an Indian named Inder Singh at 18, Temple Street, and stole money and clothing to the value of \$50.

Bahader Singh, the first witness called, gave evidence to the effect that at 6 p.m. on the night of the robbery he left the house to go for a walk, locking the door behind him. When he returned at nine o'clock he found the door closed but the chain broken. On entering he saw a Chinaman running towards the kitchen, and seized him by the queue. The robber "struggled, and with a dagger he held in his hand, cut witness across the throat, head and body. In the meantime two other Chinese who were in the cook house escaped by means of a rope which they descended. Witness held fast to the man who attacked him until the latter threw down the dagger. He then proceeded with him to the station, but meeting a lunkon on the way, handed him over. Witness was unable to give a description of the other intruders, but he found that a box belonging to Inder Singh had been removed to the kitchen, broken open, and the contents scattered about.

Inder Singh gave evidence as to the property that had been stolen, and stated that he recognized the prisoner as a man he had previously seen going up to the floor above the one on which he lived.

Inspector Dymond deposed to seeing the defendant searched at the Yammait Police Station, where certain of the exhibits before the Court were found on his person, also a sheath which the dagger found at complainant's house fitted.

After hearing further evidence His Worship committed the defendant for trial at the Criminal Sessions.

## ROYAL VISIT TO DUTCH INDIES.

A London telegram to the Straits Times says:—A telegram from The Hague announces that the Prince-Consort of Holland, Prince Henry, husband of Queen Wilhelmina, has decided to pay a visit to Netherlands India at an early date.

There has been no visit of a member of the Royal Family to these dependencies since 1837, and it is expected that the Prince-Consort's visit, which meets with hearty approval in Holland, will create great interest.

Details are not settled yet, but Prince Henry may be expected to start soon after the impending announcement of Queen Wilhelmina.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmante, Last Charmant and Special Skin Tonic and Powder. Charment will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## LOCAL SPORT.

## RUGBY.

H.K.F.C. V. NAVY.

The under-mentioned will represent the Club in a Rugby match against the Navy to be played at Happy Valley this afternoon. Kick off at 5 p.m.—Back, E. L. Shaw; three quarters, W. S. Home, A. S. Kempthorne, H. E. H. Oliver and A. E. Wood; halves, L. J. Blackburn, L. Owen, F. C. Hall, H. W. Laster, P. Linton; Forwards G. D. McIlraith, W. B. Stanton, F. W. Thicknesse, E. D. C. Wolfe, and S. P. Warbrook.

## FOOTBALL.

BUFFS "A" V. BUFFS "B."

This, the second match in the first round of the competition for the Hongkong Football Shield, was played yesterday on the Military Ground at Happy Valley. There was a good turnout of spectators to see the interesting game which was anticipated between these crack military elevens. The "A" team was practically the same eleven that has done so well in the League. The elevens were composed of—"A" team—Fitzpatrick, Tanspelt and Bartlett; Dars, Wren, and Holloway; Kelly and Brewster; Taylor, Drew and Barker. "B" team—Cousens, Ireland and Darvy; Cooper, Taylor and Ogilvie; Kelly and Stiff; Bunn; Rutter and Vineer.

In the opening stages of play the "B" forwards exerted considerable pressure, and looked like scoring. Then there was a good deal of even play, to be followed by both goal-keepers being tested. At length the "A" men found their shooting boots, the score being opened with a good shot from Brewster. A moment afterwards it seemed as if the opposite side would draw level for their centre-half sent in a beauty, which took Fitzpatrick all his time to stop. Before the call of half-time Brewster had again scored for the "A" team.

In the second moiety the leaders had by far the better of matters, and although they failed with a penalty, further points were put on by Taylor and Brewster, the game ending in a deserved win for the "A" team by 4 goals to none. Gunner Marsh, R.G.A., was the referee.

## RAJPUTS' SPORTS.

## CELEBRATION OF ALIYAL DAY.

The officers of the 13th Rajputs were "At Home" to their friends yesterday, the anniversary of Aliyul Day. The day was celebrated by the holding of the regimental sports on the U. R. S. ground, and there was a very large attendance of spectators, including Major General Broadwood, Colonel Darling, Commodore Lyon, and many ladies. The many events were keenly contested, and a very good afternoon's sport was witnessed. The bud of the regiment played a varied programme during the afternoon, and added to the pleasure of those who attended. At the conclusion of the sports the successful competitors received their prizes from Mrs. Camilleri, and three cheers were given for that lady.

The principal events were won as follows:—Scouts event, six mile race, and writing a road report—Bhur Singh—Time: 59 minutes. 120 yards race for native officers—Jamar Singh and Jodh Singh.

Potato and bucket race—Viral Singh, D. Co.

Half mile for British troops—Lance Corpl. Andrews, the Buffs, 1; Lance Corpl. Reed, the Buffs, 2.

Maloe, in which each contestant carried a jar and a stick, and the contest was to break the jars of the other side. Divided after three draws by C and H Co.

Maxim gun contest, won by No. 3 double Co.

Obstacle race, one mile and a quarter, won by H Co. Time: 24 minutes. A special prize was given by the officers for this event, and was won by A Co. in 32m 32sec.

Alarm post—B Co. Time: 3m 35sec.

Blindman's buff, in which men blindfolded had to catch a lugger on his sounding his bugle in their midst—Niack Mor Singh, C Co. 1.

THE FIRST INTERPORT CRICKET  
MATCH.

Mr. P. Mollison of Yokohama has been entertaining the members of the local Literary Society with his "Reminiscences." His opening remarks have an interest for many readers in Hongkong. Mr. Mollison said—  
I came out to Hongkong first in the autumn of 1864 and after spending a month between that port and Canton was transferred to Shanghai, where I spent the rest of three years very happily. It is interesting to recall that amongst my fellow passengers to China was the mother of our popular broker Mr. E. C. Coutts, and it gives me all the more pleasure to do so because after becoming a resident of Shanghai, I received much kindness as a youngster from both his father and mother. One of the incidents of my stay at Shanghai that will appeal most perhaps to my younger hearers of the male persuasion was the first interport cricket match between Shanghai and Hongkong, which was played at Hongkong in 1866.

Unfortunately I was unable to join the Eleven, much to my disappointment, though I thereby escaped a terrible amount of leather-hunting in Hongkong. The home side won the toss and kept Shanghai in the field for a day and a half to the tune of some 450 runs. (Laughter.) Of course Shanghai were badly beaten, but they had a magnificent time and got their revenge next year when the Hongkong sent up a team to play the return match. On that occasion two matches were played, both of which we won easily, and I had the pleasure and privilege of assisting the home team. As matter of local interest I may mention that Captain Brinkley of Tokyo, now hale and well, was one of the Hongkong XI, and did yeoman service both with bat and ball. Another member of the team was Lieut. Tanner, afterwards Colonel Tanner, who was drowned with many other enthusiastic and famous cricketers, including Captain Dunn, in the unfortunate Zohara disaster when returning from Shanghai to Hongkong with the cricketing eleven in 1892. The late J. B. Manson, brother of the now well-known London specialist in ailments peculiar to the Far East, was captain of the Shanghai Eleven.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NORE	5 P.M., 29th Jan.	Freight and Passage.
SHANGHAI	BRITANNIA	About 4th Febr.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA	Noon, 6th Febr.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 10th Febr.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 29th January, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG, MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHIHILI"	On 30th Jan. 10 A.M.
NINGPO and SHANGHAI	"ICHANG"	On 31st Jan. 11 A.M.
SHANGHAI	"TAMING"	On 2nd Febr. 3 P.M.
MANILA	"LINAN"	On 3rd Febr. 4 P.M.
MANILA	"TEAN"	On 9th Febr. 3 P.M.
MANILA, ZAMBOANGA and AUSTRALIA	"TAIYUAN"	On 26th Febr. 4 P.M.

REDUCED RETURN FARE of \$60.00 available for 6 weeks will be issued for the following Passenger Steamers:

"CHANGSHA" leaving Hongkong 31st January.

"TAMING" leaving Hongkong 2nd February.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, WEIHAIWEI & CHEFOO	"CHEONGSHING"	Sunday, 31st Jan. 11 A.M.
SHANGHAI	"FOOSHING"	Monday, 1st Febr. 3 P.M.
MANILA	"YUENSANG"	Monday, 1st Febr. 4 P.M.
SHANGHAI	"HANGSANG"	Wednesday, 3rd Febr. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Thursday, 4th Febr. Noon
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Thursday, 4th Febr. 4 P.M.
MANILA	"LOONGSANG"	Friday, 5th Febr. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 9th Febr. Noon

FOR THE MANILA CARNIVAL.

FEBRUARY 2nd to 9th, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

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# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW	"JOSHIN MARU"	SUNDAY, 31st Jan. at 9 A.M.
AMOI	Capt. H. MURAYAMA	
SHANGHAI via SWATOW	"BUJUN MARU"	TUESDAY, 2nd Febr. at 8 A.M.
AMOI & FOCHOV	Capt. Y. FUSEKO	
YANPING via SWATOW	"SHOSHU MARU"	WEDDAY, 3rd Febr. at 8 A.M.
AMOI	Capt. IICHI	

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidsips. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th January, 1909.

T. ARIMA, Manager

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# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI & FOCHOV	FRIDAY, 29th Jan. at Noon
"HAIMUN"	SWATOW, AMOI & FOCHOV	TUESDAY, 2nd Febr. at Noon

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 29th January, 1909.

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# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, HANGKOK & SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

# PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	On 10th February.
MARSEILLES, HAVRE and COPENHAGEN	"YEDDO"	Middle of February.

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 20th January, 1909.

# NIPPON YUSEN KAISHA.

# EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. Mosse) - On Wed. 10th Feb.

MIYASAKI MARU - ( ) - About Wed. 24th Mar.

ATSUTA MARU - ( ) - About Wed. 21st April.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 7th January, 1909.



# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, and PORT SAID	KAWACHI MARU	6101	WED'DAY, 3rd Febr. at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and SINGAPORE	SANUKI MARU	6112	WED'DAY, 17th Febr. at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"AKI MARU"	6444	TUESDAY, 2nd Febr. at Noon
KOBE and YOKOHAMA	IYO MARU	6320	TUESDAY, 16th Febr. at Noon
BOMBAY via SINGAPORE and COLOMBO	YAWATA MARU	3817	FRIDAY, 19th Febr. at Noon
SHANGHAI & KOBE	NIKKO MARU	5539	FRIDAY, 19th March at Noon
NAGASAKI, KOBE and YOKOHAMA	INABA MARU	6189	SATURDAY, 6th Febr. at Daylight
	WAKAMITSU MARU	3949	SUNDAY, 7th Febr. at Noon
	MOYORI MARU	3265	SATURDAY, 30th Jan. at Noon
	NIKKO MARU	5539	WED'DAY, 17th Febr. at Noon

\* Omitting Yokohama.  
 \* Fitted with Marconi's System of Wireless Telegraphy.  
 \* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
 For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 26th January, 1909.

T. KUSUMOTO,  
MANAGER.

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# HAMBURG-AMERIKA LINIE

## HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Services" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

# OUTWARD.

FOR SHANGHAI, YOKOHAMA &amp; KOBE:

S.S. SAXONIA	1st Febr.
S.S. DORTMUND	11th Febr.
S.S. SPEZIA	13th Febr.
S.S. JULYERIA	18th Febr.
S.S. AMBERIA	28th Febr.
S.S. LIBERIA	11th March
S.S. VANDALIA	19th March
S.S. SILEZIA	30th March

Further Particulars, apply to—

# HOMEWARD.

FOR ROTTERDAM, BREMEN &amp; HAMBURG:

S.S. C. FEED LAEISZ	30th Jan.
S.S. BARCELONA	30th Jan.
S.S. SLAVONIA	23rd Febr.
S.S. ANDALUSIA	27th Febr.
S.S. ARAGONIA	31st Jan.

Hongkong, 26th January, 1909.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 30th Jan. Noon.
RUBI	2540	R. W. Almond	Manila	On 6th Febr. Noon.

As a special inducement to intending Visitors to the Philippine Carnival, we are offering a reduced fare of \$50. for passage to Manila and return by our s.s. "ZAFIRO" sailing SATURDAY, the 30th January. Tickets issued at this reduced rate will be available for return by either the s.s. "ZAFIRO" leaving Manila on 7th February or the s.s. "RUBI" leaving Manila on 13th February.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 22nd January, 1909.

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# JAVA-CHINA-JAPAN

REGULAR THREE-WEEKLY SERVICE  
JAVA, CHINA AND JAPAN

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE
TJIMAHU	SHANGHAI	First half of Febr.	JAVA
TJILATJAP.	JAVA	First half of Febr.	SHANGHAI
TJIPANAS	JAVA	First half of Febr.	SHANGHAI
TJIBODAS	JAVA	First half of Febr.	JAPAN
TJIKINI	JAPAN	Second half of Febr.	JAVA
TJILIWONG	JAVA	Second half of Febr.	JAPAN

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 21st January, 1909.

Telephone No. 375.

18

# PASSENGER SEASON 1909.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 10TH.

Capt. G. Rott.

"KLEIST" - 9,000 - ON MARCH 24TH.

Capt. R. MEYER.

"PRINZ LUDWIG" - 9,630 - ON APRIL 7TH.

Capt. F. v. BINDER.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS &amp; Co.,

GENEAL AGENTS.

Hongkong, 1st January, 1909.

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COY.

# S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17TH.

LONDON - - - - - APRIL 24TH.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE £106.14 RETURN

2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,

SUPERINTENDENT.

Hongkong 1st January, 1909.

1602

# SOUTH MANCHURIA RAILWAY

## SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwangchengtzu), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars, expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.  
YINGKOU LINE—For Yingkou (Newchwang), 2 hour from Tashihchiao Junction.  
FUSHUN LINE—For the famous Fushun Collieries from Sachiatan Junction.  
ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").  
At DAIREN (Dalny) PORT ARTHUR and CHANGCHUN (KWANGCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK &amp; SON and the INTERNATIONAL SLEEPING CAR &amp; EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &amp;c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANTEU". Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VOGUES ROAD,  
HONGKONG.Japan Office:  
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YOKOHAMA.







# HARMSTON'S CIRCUS

AGAIN TO-NIGHT!

OUR NEW PROGRAMME

Acknowledged to be better than the first

15 BRILLIANT ACTS 15

BY

OUR ALL STAR COMPANY OF LONDON

AND

CONTINENTAL ARTISTES.

30 IN NUMBER 30

NEXT MATINEE—

TOMORROW (SATURDAY),

JAN. 30TH.

Doors Open at 2.30 P.M.

Performance at 3.30 P.M. sharp.

Children Half-Price at Matinees only.

To all parts of Circus.

NOTICE—Two Special Peak Cars will run to-night (Friday) after the Performance one at 12.15 and one at 12.30.

N.B.—A Special Service of Cars will run between Post-Office and the Circus before and after the Performance.

Booking at ROBINSON PIANO CO., LTD.

For Full Particulars See Handbills.

COL. R. LOVE,

Manager.

[234]

## GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.

C. JAMES & REYNOLDS, George Street, Minorities, London, E.C., Eng.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 25th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bill of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents.

Hongkong, 25th January, 1920. [243]

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAAZEE,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Febr., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th Febr., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Febr., at 5 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 25th January, 1920. [233]

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEUCH,"

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Febr., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th Febr., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Febr., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th January, 1920. [244]

## ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 34 years

From 1874 to 1907.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## OBYING FOR THE MOON.

MR. CARNEGIE'S EXPOSURE OF SOCIALISM.

A startling exposure and denunciation of Socialism by Mr. Andrew Carnegie, whose splendid achievements in the field of commerce stamp his views with unquestionable authority—appears in the current issue of the *World's Work*.

The article is called "Socialism versus Progress," and in the concluding paragraph expresses it, in a nutshell, how "the Socialists lose the substance by grasping for the shadow, and waste his time, like children chasing rainbows and crying for the moon."

He begins with "the crucial question of wages." "If wages are not to be equal," he says, "all classes cannot be merged and kept uniform—the basis of Socialism."

Mr. Carnegie quite rightly defines the "ideal" by taking into consideration the human factor. If equality in wages were effected, he declares, "human life would be changed, with results unknown."

Those whose services command more the common labourer would not agree. The idea of uniform income may be dismissed until the nature of men changes.

## SOCIALISM IMPOSSIBLE.

"On the other hand, if different wages be paid according to services rendered, Socialism becomes impossible."

Referring to Mr. Keir Hardie and Mr. Ramsey MacDonald, Mr. Carnegie expresses his amazement that "such men should waste their powers upon a system which they admit cannot be adopted until organic changes take place in the structure of human society."

Mr. Carnegie, who writes as a man who "lived his early years among workmen and his later years as an employer of labour," tackles the land question with a tenacious grip and broad-minded thoroughness.

State ownership he condemns in no measured terms, though he insists that "much is to be said against the British landlord system." He holds out Denmark, that wonderful little country, "which should teach a lesson to our own Great Britain."

"The land that seventy-odd years ago was in the hands of the few is now owned, he says, 'by 86,000 people, though the area of the country is less than 10,000,000 acres and the population 2,500,000.'"

A startling statement follows. Mr. Carnegie says:—

"Denmark's exports of butter, eggs, cheese, bacon, beef and pork to Great Britain alone in 1904 amounted to over fifteen millions sterling. One wonders what British farmers are doing."

## PRODUCT TREBLED.

What has been done in Denmark, "without revolution or Government ownership, and which troubled the produce" of the soil, Mr. Carnegie urges, should be achieved in the United Kingdom.

"Instead of one great mammoth landowner, the State, as Socialists suppose," he says, "Britain should have hundreds of thousands of small owners, necessarily developing into men of a much higher type than mere tenants or employees can ever become."

"The magic of ownership works wonders, not only upon the soil, but upon the happy working owner thereof. The type of men developed in America upon farms they own, taken all in all, is not to be equaled, as far as the writer has known large classes of men."

Again the personal element is introduced. After observing that in every English-speaking land other than Britain estates are generally divided about equally among the children, while the farm usually goes to the member best qualified to work it, Mr. Carnegie, hitting out with characteristic vigour, says:—

"Let the most eloquent Socialist endeavour to convince these owners of the soil, true landowner-farmers, that they are not part, and the best part, of the most highly developed and most desirable society known to man, and he will have a rude awakening. No Socialism for them."

The proposed "confiscation" of the land is roundly condemned, and the ruthless fashion in which Socialists would secure the redistribution of their dreams comes in for stern rebuke.

Mr. Carnegie quotes a saying of Mr. Gladstone's, "which," he says, "aches like light upon the varied question of payment for confiscation of the land."

The great Liberal leader, when asked about Socialism, replied that it had to meet this query, "Did it propose to buy the land or to take it? If the first, it was folly; if the second, it was robbery."

## ADVANCE BY ROBBERY.

Forceful spoliation of the innocent possessors "at an advance towards heaven upon earth founded upon robbery"—would infinitely be, says Mr. Carnegie, "a step backward, not forward; downward, not upward."

Following up his argument, Mr. Carnegie deals with the suggestion of enforced sale, "To whom can the payment go," he asks, "except to the owners of the property taken?"

"Ah, there's the rub! What becomes of the Socialist State in that event? Where is the 'equality' upon which such State is to be founded?"

Impossible, because the rich and the poor would still have with us, and the present division into classes be revived; for it is wealth, not birth, in our day which creates class distinctions. The claims of birth in our race only survive in the United Kingdom; they would be laughed at elsewhere, if presented."

So if mills, furnaces, shipyards, railways, and all means of production and distribution were taken and paid for the owners would still be rich, while if they were rented, the rents would go to the owners, who would remain wealthy."

Payment, Mr. Carnegie points out, by the State would have to be paid for by the issue of Consols. "What price," he asks, "would Consols, already much below par, reach under such an issue? Let the enthusiastic Socialist ask the banker and learn what would ensue. What receiver of Consols would feel safe, holding the bond of a Government that forced compulsory sale and snatched from him his home, the dearest spot on earth to him and his?"

## GLOOMY PICTURE.

The effect of Socialism on the population is painted in gloomy colours—a picture of a country deserted by all that is best and noblest.

"Who would wish to live under such a Government, or in such a land? Few, indeed, of those most desirable to retain. Canada and America would be too attractive, and the despoiled would follow the Pilgrims, their forefathers, who left their old home and settled in the new, where men had rights and liberties then denied at home, and private property was inviolate."

Outspoken and incontrovertible are the following sentences, which should make Socialism reel back into the barbarism out of which it emerged:—

"Until officials, superintendents, foremen, and skilled mechanics are willing to accept the recompense earned by the sweepers of the factories, there can be no success for Socialism, for upon this foundation it is compelled to stand. The moment 'equality of payment' is dropped, and a commission is formed to find and enforce 'inequality of payment,' the phantom vanishes."

## SOCIALISM VERSUS INDIVIDUALISM.

Mr. Carnegie likens to the race between the hare and the tortoise. The one "tricking round a circle, scratching the earth, and raising a dust," the other moving "unflinchingly" onward, "that which is better than that which is."

"Lovers of progress cannot but hail his account as leading to the light. Foolish indeed, would labour be to retard this steady advance until the hare has given some evidence of ability at least to start, and demonstrate by experiments that it can overtake and distance its rival."

Mr. Carnegie's article pleads for progress and sanity, for the pursuit of the substance, and the abandonment of the pastime of "chasing rainbows and crying for the moon."

## THE RHODES SCHOLARS.

The annual report on the operation of the Rhodes Scholarship system illustrates the far-reaching influence which this remarkable bequest is likely to have. As the result of its organisation, 189 men are at present resident at Oxford.

Roughly speaking, this is a 20th part of the whole under-graduate body. Of this number, 178 are scholars pursuing the ordinary courses of the University by the aid of the fund, while 11 men are ex-scholars, who remain temporarily at the University after their three years' term has expired, either for the further prosecution of their studies, or as fellows and tutors of colleges.

All the principal, and some of the minor Colonies of the Empire, and nearly all the States of the American Union, are represented, with a small group of German scholars in addition. Certainly there is now no other centre of training in the world where colonialists have such an opportunity as at Oxford to exchange ideas and get acquainted with each other as well as with students of the Motherland. The statement sometimes made by the American scholars that there is scarcely any University in the United States where a man can count upon making acquaintance with a body of students so representative of every part of the Union as he can at the English University, seems a little surprising at first, but is probably justified by facts.

It is a wise arrangement which has provided for the distribution of the men throughout the University. There are, the report says, 15 at Balliol, 14 at Christ Church, 13 each at Exeter and Queens, 12 at John's, 11 each at Hertford, New College, and Worcester, ten each at Me and Wadham, nine at Oriel, eight each at Lincoln and Pembroke, seven each at Brasenose, Trinity, and University, six at Magdalen, four at Jesus, and two at Corpus.

The election to an All Souls Fellowship of Mr. Archibald, a Canadian, adds yet another to the list of colleges which welcome the Rhodes Scholars.

In studies jurisprudence attracts a larger group of scholars than any other subjects. Thirty-eight are reported as selecting this course, while 19 are working for the B.L.S. degree. The pressure on the teaching appliances of the University in this department caused by the presence of the scholars has necessitated an addition to the teaching staff, and it has lately been announced that the Rhodes Trust has supplied the means to establish a special law readership. Next in favour come the courses in *Literae Humaniores*, history, and natural science, in about equal proportions. Nine scholars take the theological course, and nearly every other subject provided for in the whole range of University work is taken by at least a small group of the scholars.

Fifty-four scholars completed their course at the University in the last summer term. About 60 had done so the year before. It is interesting to note that of the American scholars particularly a large number have returned to take positions as assistant professors and instructors in the large American Universities. Oxford is manifestly enlarging greatly in this way the bounds of her interests and influence. The day is evidently not far distant when the Oxford tradition of the past will be an ordinary figure in every important American University.

The results of this year's examinations are given in detail. In the final honour schools there were four first, 19 second, 15 third, and three fourth-class gains. Of the first, three were gained by Americans, and one by a Colonial scholar. Three scholars took the B.Litt. degree, three the B.Sc., and three the B.C.L. The school of Economics appears to attract the German scholar, two of whom took the diploma "with distinction." Failures as well as successes are recorded. Two German, three Colonial, and four American scholars failed to pass the grand aggregate, and the B.Litt. degree. The statement made at the Colonial Institute by Professor Egerton, but not referred to in this report, that only one Rhodes Scholar out of the whole body was reading for a pass degree, shows at least that the failures are incurred in facing the more severe tests of the University.

The All Souls Fellowship already referred to was the most striking success achieved during the year, but in addition to this there were gained a Burdett-Coutts scholarship in natural science, a senior demerit at Magdalen, the Belt prize and Brasenose scholarship in Colonial history, the Passmore Edwards scholarship in classics and English, and a geographical scholarship.

This appears to be a respectable, but by no means overwhelming, list of distinctions. The well-trained English student still holds his own in winning the rewards of exact scholarship.

## A CONSIDERABLE PART HAS BEEN TAKEN IN UNIVERSITY ATHLETICS.

Four scholars (all South Africans) played in the Rugby football team against Cambridge, one of these, W. W. Hunter, of Trinity, and St. Andrew's College, Grahamstown, being captain of the team. Two represented England and one Scotland in international Rugby football matches, while in athletic sports five scholars (three American and two Colonial), in cricket one (Colonial), in lacrosse seven (five Colonial and two American), in lawn tennis two (Colonial), and in water sports two (Colonial) represented Oxford against Cambridge.

Most satisfactory of all, perhaps, to those who watch the working out of the idea of Cecil Rhodes, is the tribute paid by Sir William Anson in the discussion on Professor Egerton's paper last month in the Royal Colonial Institute, when he said it was felt that the Rhodes Scholar had as a whole brought to the University a spirit of earnest work, and were doing Oxford good. The approval of his Alma Mater and the form which it is thus given, is what the founder himself would have most valued.

## THE WEAKENING EFFECT OF FREE TRADE.

Count John Finckenstein, a member of the Prussian Upper House, discusses in the *Tag* the relations of England and Germany.

He accepts the fact that "for years antipathy towards Germany has been spreading over the whole of England," and ascribes this state of affairs to fear on the part of the English that Germany is desirous of wresting from them their supremacy on the seas. England's policy, he says, has always been to seek allies who will fight whatever Powers seem to threaten her maritime supremacy, and now it is the turn of Germany to have her aspirations thwarted. The Russian Fleet, he declares, has been safely disposed of, the Japanese and the Americans are to chuckmate each other, and he continues: "I do not believe that England can attack Germany without Continental allies. The game is too serious to be risked alone, for if Germany can bring her entire naval force to bear she is in the long run equal to England. Battleships can be built in three years, and as far as personnel is concerned, we are in no sense behind England. The Romans finally defeated the Carthaginians in the first Punic War because they were a nation of tough peasants who built and manned one fleet after another until after a twenty-four years' struggle they overcame the nation of merchants. The ultimate victory of the Spartans over the Athenians in the Peloponnesian War shows the same picture."

The result of England's Free Trade policy is that the main foundation of national strength—a numerous and healthy agricultural population—has decayed in a most lamentable manner. England, as is well known, has not sufficient land under cultivation to provide food for her factory population, and she is in danger should a cruiser war be ruthlessly waged against her of having her supplies cut off. She has also not sufficient healthy men to replace those lost in a long-continued naval war. In the Boer War gentlemen from the Yeomanry, from the Militia, and from the Volunteer Corps joined the Army in a splendid manner, and England owes her victory mainly to the self-sacrificing devotion of her sons. Nevertheless recourse had to be had in that war against the untrained Boers to auxiliary forces from all the Colonies and even to native blacks. As a matter of fact a false economic policy has borne bitter fruits in the decline of defensive power."

Count Finckenstein adds that Germans may be proud that they take a leading place among the civilised nations in many domains, and be proud of the fact that other peoples are adopting their educational system of universal military service, and manner in which they subordinate personality to the needs of the State; but he warns them against falling into the sin of arrogance. "There are," he says, "many characteristics in neighbouring peoples which they do well to adopt, and he finally recommends independence and consideration of others as the best means of securing international relations mutually beneficial to all parties."

## WATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 24th at 11.55 a.m.—The barometer has risen quickly in E. Spain, and fallen considerably over the Equator.

W. winds from the Yeomanry, from the Militia, and from the Volunteer Corps joined the Army in a splendid manner, and England owes her victory mainly to the self-sacrificing devotion of her sons. Nevertheless recourse had to be had in that war against the untrained Boers to auxiliary forces from all the Colonies and even to native blacks. As a matter of fact a false economic policy has borne bitter fruits in the decline of defensive power."

An anticyclone area appears to be spreading over N. India where pressure is increasing. Strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong (Neighbourhood) N. winds, fresh; cloudy all day.

Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Liancocks Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.



## APART FROM THE PAIN

CONT THE COST OF BEING ILL

You cannot afford to have indigestion, even if you can endure the pain and misery of it—headache, the weakness, the depressing sense of depression it casts, it unties you for work or play, and may thrust you out of business. Help your stomach to do its best; to strengthen and vitalise your blood. The sure way is to take Mother Seigel's Syrup when you feel unwell.

## AFRAID OF FALLING DOWN.

Miss M. A. Low, 15, Ann Street, Mill Quay, near Newcastle-on-Tyne, writes:—"Often I was so dizzy I was obliged to catch hold of anything handy to save myself from falling. Then a friend of mine came to me and told me of Mother Seigel's Syrup. I bought a bottle and took it, and at last completely cured."

**MOTHER SEIGEL'S SYRUP**

Mother Seigel's Syrup is now also prepared by L.T. FOWLER and sold under the name of Mother Seigel's Syrup. Each bottle 4s. 6d.

## THE SEEKER AFTER HEALTH SHOULD TAKE BEECHAM'S PILLS.

Is always glad to hear of a medicine that cures complaints similar to those from which he has suffered. Such a remedy is half a century they have been doing incalculable good from troubles traceable to disorders of the stomach.

These pills. They are a skillful combination of valuable precise proportions—and act naturally and gently on the digestive and active liver, steady nerves, pure blood, buoyant should not delay a single day, but at once provide themselves a course of.

Sold everywhere in boxes, price 6d., 1/11 & 2/6.

THE WEAKENING EFFECT OF FREE TRADE.

Count John Finckenstein, a member of the Prussian Upper House, discusses in the *Tag* the relations of England and Germany.

He accepts the fact that "for years antipathy towards Germany has been spreading over the whole of England," and ascribes this state of affairs to fear on the part of the English that Germany is desirous of wresting from them their supremacy on the seas. England's policy, he says, has always been to seek allies who will fight whatever Powers seem to threaten her maritime supremacy, and now it is the turn of Germany to have her aspirations thwarted. The Russian Fleet, he declares, has been safely disposed of, the Japanese and the Americans are to chuckmate each other, and he continues: "I do not believe that England can attack Germany without Continental allies. The game is too serious to be risked alone, for if Germany can bring her entire naval force to bear she is in the long run equal to England. Battleships can be built in three years, and as far as personnel is concerned, we are in no sense behind England. The Romans finally defeated the Carthaginians in the first Punic War because they were a nation of tough peasants who built and manned one fleet after another until after a twenty-four years' struggle they overcame the nation of merchants. The ultimate victory of the Spartans over the Athenians in the Peloponnesian War shows the same picture."

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## SHIPPING.

## ARRIVALS.

ALACHTY, British despatch-boat, 700, Comdr. C. T. Fuller, 28th Jan.—Touane.  
 JOSHIN MARU, Jap. str., 702, H. Murayama, 28th Jan.—Swatow 27th Jan., General—Osaka Shosen Kaisha.  
 NOBE, British str., 4,177, G. Phillips, 28th Jan.—London 19th Dec., Various—P. & O. S. N. Co.  
 QUANTA, German str., 1,145, H. Madsen, 28th Jan.—Batavia 17th Jan., Sugar and General—Batavia China Japan Lijn.  
 SHIMIZU, British str., 3,796, H. D. Clarke, 28th Jan.—Swatow 27th Jan., Water-bull—Standard Oil Co. of New York.  
 STANDARD, Norwegian str., 895, H. Bull, 28th Jan.—Saigon 22nd Jan., Rice—Aagaard Thorsen & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 28th January.  
 Gilbert, French str., for Hoihow.  
 Holstein, German str., for Hoihow.  
 Jore, British str., for Yokohama.  
 Quarta, German str., for Saigon.  
 Shini Maru, Japanese str., for Canton.  
 Zafiro, British str., for Manila.

## DEPARTURES.

28th January.  
 A. APCAR, British str., for Singapore.  
 BERGHOUGH, British str., for Nagsaki.  
 CHONGHONG, British str., for Shanghai.  
 CHAZER, British str., for Shanghai.  
 GLENAYR, British str., for London.  
 HAIMUN, British str., for Swatow.  
 KANOWOH, British str., for Amoy.  
 KEMUN, British str., for Tacoma.  
 KORAT, German str., for Bangkok.  
 SHINATA MARU, Jap. str., for Osaka.

## SHIPPING REPORTS.

The German str. Quarta reports: Good weather throughout.

## VESSELS IN DOCK.

January 28th.  
 ABERDEEN DOCK.—H.M.S. Wisting, Suva, Chongking, Taitai, Hoi Ming, Seminole.  
 COSMOPOLITAN DOCK.—H.M.S. H.M.S.

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

## THE Steamship

"CAINARVONSHIRE" will be despatched for the above Ports on TUESDAY, the 2nd February, 1909.  
 For further particulars, apply to SHEWAN, TOMES & Co., Agents.  
 Hongkong, 28th January, 1909. [117]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARMANIA, &c.)

## THE Steamship

"EASTERN" Captain McArthur, will be despatched as above on WEDNESDAY, 3rd Febr., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 "This Steamer is installed throughout with the Electric Light."  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
 Hongkong, 13th January, 1909. [181]

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

## THE Steamship

"HEADLEY" will be despatched for the above Ports on FRIDAY, the 12th February, 1909.  
 For Freight, apply to ARNOLD, KARBURG & Co., Agents.  
 Hongkong, 15th January, 1909. [198]

## FOR LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

## THE Steamship

"MONTGOMERYSHIRE" will be despatched as above on or about the 23rd February.  
 For Freight, &c., apply to JARDINE, MATHESON & Co., Ltd., Agents.  
 Hongkong, 28th January, 1909. [249]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct).  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the Brazils, Levant, Venice and Adriatic Ports).  
 THE Company's Steamship

## "SILESIA"

Capt. Radonich, will be despatched as above on THURSDAY, the 25th February, 1909.  
 This Steamer has special accommodation for passengers, electric light and carries a doctor and stewardess.  
 For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
 Princes' Buildings.  
 Hongkong, 26th January, 1909. [3]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and "4" vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & HAMBURG	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 2nd Febr.
LONDON &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 6th Febr., at Noon.
LONDON & ANTWERP	NTANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 10th Febr.
BREMEN & HAMBURG via STRAITS, &c.	MONTGOMERYSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 23rd Febr.
HARVE & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	1, w	—	HAMBURG-AMERICA LINE	On 27th Febr.
ROTTERDAM, BREMEN & HAMBURG, &c.	BARCELONA	Ger. str.	1, w	—	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, &c., via PORTS OF CALL.	C. FEED. LAMISE	Ger. str.	1, w	—	HAMBURG-AMERICA LINE	On 23rd Febr.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YEDDO	Dan. str.	—	Wagner	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SYDNEY	Fr. str.	—	Rebutat	MESSAGERIES MARITIMES	Middle of February.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 2nd Febr., at 1 p.m.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	SANKEI MARU	Jap. str.	—	R. Homma	NIPPON YUSEN KAISHA	On 3rd Febr., at D'light.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	MACEDONIA	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 30th March.
TRIESTE, &c., via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 10th Febr.
NEW YORK	PRINCEZ ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	On 10th March.
BOSTON & NEW YORK	LUTZOW	Ger. str.	—	C. Dewers	MELCHERS & Co.	On 10th Febr., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	SILESIA	Ana. str.	—	Radonich	SANDER, WIELER & Co.	On 25th Febr.
VANCOUVER via SHANGHAI JAPAN, &c.	ASAGONIA	Ger. str.	1, w	—	HAMBURG-AMERICA LINE	On 31st inst.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	BURGAS	Brit. str.	—	—	DODWELL & Co., Ltd.	About 23rd Febr.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	HEADLEY	Brit. str.	—	—	ARNOLD, KARBURG & Co.	On 12th Febr.
AUSTRALIAN PORTS via MANILA	EXPRESS OF CHINA	Brit. str.	2, m	—	CANADIAN PACIFIC R. Co.	On 13th Febr., at 7 a.m.
AUSTRALIAN PORTS via MANILA	MONTAGLO	Brit. str.	1, m	—	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
AUSTRALIAN PORTS via MANILA	AKI MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 2nd Febr., at Noon.
AUSTRALIAN PORTS via MANILA	SUBBIC	Brit. str.	—	W. Shotton	DODWELL & Co., Ltd.	On 14th Febr.
AUSTRALIAN PORTS via MANILA	ITO MARU	Jap. str.	—	S. J. G. Parson	NIPPON YUSEN KAISHA	On 16th Febr., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1, m	G. W. Eidy	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	To-morrow, at 5 p.m.
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 3rd Febr., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 19th Febr., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 28th Febr., at 4 p.m.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	N. Tani	NIPPON YUSEN KAISHA	On 19th March, at Noon.
KOBE & YOKOHAMA	IKABA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 6th Febr., at D'light.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Swain	NIPPON YUSEN KAISHA	On 10th Febr., at Noon.
JAPAN	TIPOBARI	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LIJN	About 30th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LUTZOW	Ger. str.	1, m	H. Kirehner	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI & KOBE	MOYORI MARU	Jap. str.	—	J. C. Richards	P. & O. S. N. Co.	To-day, at 5 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOBE	Brit. str.	—	G. Phillips	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at D'light.
SHANGHAI, WEIHAIWEI & TIENTSIN	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	MESSAGERIES MARITIMES	About 1st Febr.
SHANGHAI, KOBE & YOKOHAMA	SALAZIE	Fr. str.	—	Aillard	JARDINE, MATHESON & Co., Ltd.	On 1st Febr., at 3 p.m.
SHANGHAI	FOOSHING	Brit. str.	—	T. Arthur	HAMBURG-AMERICA LINE	On 1st Febr.
SHANGHAI	SAXONIA	Ger. str.	1, w	Habel	P. & O. S. N. Co.	About 4th Febr.
SHANGHAI	BRITANNIA	Brit. str.	—	S. Barham	OSAKA SHOSHEN KAISHA	On 2nd Febr., at 8 a.m.
SHANGHAI via SWATOW, AMOY & FOOCHOW	BOJUN MARU	Jap. str.	—	Y. Fuzono	JARDINE, MATHESON & Co., Ltd.	On 3rd Febr., at 4 p.m.
SHANGHAI	HANGSANG	Brit. str.	—	A. E. Sandbach	BUTTERFIELD & SWIRE	On 3rd Febr., at 4 p.m.
SHANGHAI	LIANAN	Brit. str.	1, m	Williams	JARDINE, MATHESON & Co., Ltd.	On 4th Febr., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	Brit. str.	—	M. B. Lake	HAMBURG-AMERICA LINE	On 11th Febr.
SHANGHAI, YOKOHAMA & KOBE	DORTMUND	Ger. str.	1, w	Malchow	MELCHERS & Co.	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	CATHAY	Dut. str.	—	P. J. van Emmerich	JAVA-CHINA-JAPAN LIJN	On 31st inst., at D'light.
SHANGHAI	THIACAP	Brit. str.	1, m	Ijichi	BUTTERFIELD & SWIRE	On 3rd Febr., at 8 a.m.
SHANGHAI	LOHANG	Brit. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	On 31st inst., at 9 a.m.
SHANGHAI	SHOSHU MARU	Jap. str.	—	Hodgins	DOUGLAS LARPAK & Co.	To-day, at Noon.
SHANGHAI	JOSEPH MARU	Jap. str.	—	J. W. Evans	DOUGLAS LARPAK & Co.	On 2nd Febr., at Noon.
SHANGHAI	HAIYANG	Brit. str.	2, h	J. Warrack	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
SHANGHAI	HAIMUN	Brit. str.	2, h	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 1st Febr., at 4 p.m.
SHANGHAI	CHIEHI	Brit. str.	—	E. Rodger	SHEWAN TOMES & Co.	To-morrow, at Noon.
SHANGHAI	YUNNANG	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 2nd Febr., at 4 p.m.
SHANGHAI	ZAFIRO	Brit. str.	—	E. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 5th Febr., at 4 p.m.
SHANGHAI	TAMING	Brit. str.	—	A. W. Almond	SHEWAN, TOMES & Co.	On 8th Febr., at Noon.
SHANGHAI	LOONGSANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	About 2nd Febr.
SHANGHAI	RUBI	Brit. str.	—	F. Semblil	NIPPON YUSEN KAISHA	On 7th Febr.
SHANGHAI	TEAN	Ger. str.	1, m	T. Yamawaki	DAVID SASSON & Co., Ltd.	On 2nd Febr., at Noon.
SHANGHAI	BOHONG	Ger. str.	—	A. E. Gaudes	JARDINE, MATHESON & Co., Ltd.	On 4th Febr., at 4 p.m.
SHANGHAI	WAKAMIA MARU	Jap. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., Ltd.	On 9th Febr., at Noon.
SHANGHAI	LIKHTNING	Brit. str.	—	de Brouwers	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI	SUISANG	Brit. str.	—	—	—	—
SHANGHAI	FOOKANG	Brit. str.	—	—	—	—
SHANGHAI	TIJMAH	Dut. str.	—	—	—	—

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE &amp; TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing late.
SUVERIC	5,232	W. Shotton	On 11th February
GYMERIC	4,002	J. C. A. Hall	On 11th March
KUMERIC	6,232	F. S. Cowley	On 8th Apr.
INVERIC	4,789	R. J. Howie	On 6th May

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS, 8 Hongkong, 8th January, 1909.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAITS	TO SA
MANILA, YAP, NEW GUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Saturday 30th Jan., at p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUTPOLD" Capt. H. Kirehner	About Sunday, 30th Jan.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	About Tuesday, 2nd February
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUTZOW" Capt. C. Dewers	Wednesday 10th Feb. at Noon.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA, Hongkong, 28th January, 1909. [5]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March
"MONTAGLO"	6,163	TUESDAY, 2nd March	26th March
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April
"EMPERESS OF CHINA"	6,000	SATURDAY, 1st May	22nd May
"MONTAGLO"	6,163	TUESDAY, 11th May	4th June

"EMPERESS" Steamships will depart from HONGKONG at 7 a.m. S.S. "MONTAGLO" at 12 Noon.  
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10  
 ————— Intermediates on Steamers ... £40 ————— 242  
 ————— and 1st Class Railway ... £40 ————— 242  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTAGLO" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers booked through all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Peddar Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAITS	TO SA
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE" Capt. Aillard	About 1st February.
MARSEILLES via PORTS	"SYDNEY" Capt. Rebutat	On 2nd Febr., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 15th Febr., p.m.
MARSEILLES via PORTS	"POLYNESIE" Capt. Broc	On 16th Febr., 1 p.m.

Transshipping on the Co's Steamers for Singapore, Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. DE CHAMPMORIN, AGENT, Queen's Building, Hongkong, 27th January, 1909. [2]

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA," Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOREA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "CALLEDONIA" due in London on the 19th March, 1909. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 25th January, 1909. [1]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "SUBUGA" About 23rd Febr. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.  
 Hongkong, 28th January, 1909. [1712]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co's fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.  
 Hongkong, 4th August, 1899. [9]

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

## CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.  
 Extreme Length ... 722 feet.  
 Length on Blocks ... 714 "  
 Width of Entrance on Top ... 963 "  
 Width of Entrance on Bottom ... 884 "  
 Water on Blocks at Spring Tide 34 1/2 "

DOCK No. 1.  
 Extreme Length ... 523 feet.  
 Length on Blocks ... 513 "  
 Width of Entrance on Top ... 88 "  
 Width of Entrance on Bottom ... 77 "  
 Water on Blocks at Spring Tide 6 1/2 "

DOCK No. 2.  
 Extreme Length ... 371 feet.  
 Length on Blocks ... 350 "  
 Width of Entrance on Top ... 66 "  
 Width of Entrance on Bottom ... 53 "  
 Water on Blocks at Spring Tide 22 "



## SUPREME COURT.

Thursday, 28th January.

## IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

## THE DES VOUEUX ROAD MURDER.

Six Chinese were arraigned on a charge of murdering Shan Chuen, ratten dealer, on the 27th November. They pleaded not guilty. The Hon. Mr. Rees Davis, K.C., instructed by Mr. Denney, conducted the prosecution, prisoners being defended by Mr. H. G. Calthrop, instructed by Mr. O. D. Thomson.

The jury was empanelled as under: Messrs. P. Davidson, R. D. Galloway, P. F. Nicholson, J. Lyssaght, A. C. Diecks, A. S. Currie, C. A. H. Westerberger.

The Attorney General told the jury that the affair took place in Des Voeux Road West about 6 o'clock on the evening of 27th November. The murdered man was a ratten dealer and all the prisoners had formerly been in his employ, but there had been a dispute between the master and the men concerning a woman labourer and they all left his employ. The evidence brought forward by the prosecution consisted chiefly of the evidence of two eye witnesses.

The deceased's servant girl, a girl of 16 years, would tell the jury that she knew all the prisoners very well, having lived in the shop where they were engaged as foks. Her story was to the effect that on the night of the 27th November she went out on a mission for her mistress and on returning she saw, within a few yards of the shop, about ten men attacking her master. She said definitely that all the six prisoners were there. She saw the first prisoner strike him with a knife about a foot long, while the other five beat him with their fists or hold him by the back. Becoming alarmed she ran into her master's shop. The men made a report to her mistress. The men ran away shortly afterwards and deceased walked to his shop bleeding and in a very weak state. The girl was then sent for the doctor. Her story was corroborated by a man named Shan Pui, a ratten dealer, who also spoke definitely to seeing all the prisoners. He stated that the first prisoner had a knife with which he chopped at the deceased who was calling out "save life."

He also saw the second defendant catch deceased by the queue and saw some of the others kick him. To use his own expression "they were beating him at random." As soon as this witness came up the prisoners ran away, and he gave information to the police. At that time the street was well lighted and he could easily recognise all the men. The deceased was taken to the hospital but as his skull was smashed to the brain and he had other knife wounds, his condition was very grave. He rallied on admission. On the 1st December he became worse and an operation was performed but he died on the 5th December. All the prisoners were arrested—the first three on the night of the affair, and the others the following day. When charged at the Police Court the prisoners all denied the charge and No. 6 sought to establish an alibi. Two knives were found at the residence of the first prisoner.

Dr. Koch stated that, in his opinion, the wound on the head was caused by a heavy knife. Other evidence was called.

Mr. Calthrop said he proposed to put the prisoners in the box.

The first prisoner, who elected to give evidence, said he left the deceased's service on November 20th. He left because he had not enough work to do.

His Lordship—Not because you had not enough pay?—No.

Witness said he entered the service of deceased's brother on the 25th November. On the following day he finished work at 6.30 p.m. and after washing his feet proceeded to the second floor and went to sleep. He did not go out. At midnight a policeman accompanied by a girl came up and he was arrested. He knew nothing of the affair. The second and third defendants were with him as well as other foks.

Cross-examined—He left because of the dispute over the woman labourer and not because he had not enough work to do.

Counsel having addressed the jury, his Lordship summed up very briefly and the jury retired to consider their verdict. After an absence of fifteen minutes they returned and asked several questions which his Lordship said indicated that they wished an elucidation of the evidence, upon which it was too late to enter.

The Attorney General said the evidence desired was not admissible.

Mr. Calthrop agreed.

His Lordship instructed the jury accordingly. On their return the jury returned with a verdict of guilty of murder against each, but recommended them to the mercy of the Court.

His Lordship informed the jury that on a verdict of guilty he could do no other than pass sentence of death. The recommendation to mercy would be forwarded to H. E. the Governor and if they liked to draw up their reasons for the recommendation they could be transmitted to the proper quarter.

His Lordship, after the usual questions to each prisoner, donned the black cap and pronounced sentence of death upon each.

The prisoners received their sentence with remarkable composure, the sixth man challenging the witnesses, according to Chinese custom, to swear on the cock's head.

## LAT-ST STEAMER MOVEMENTS.

The str. Carnarvonshire left Shanghai, on Wednesday the 27th instant, and is due here to-morrow.

The J. J. Lin str. Tsimahi left Shanghai for this port via Amoy on the 27th instant at 2 p.m., and may be expected here on or about the 1st prox. p.m.

The M.M. str. Sydney will leave Shanghai on Sunday the 31st inst. at 8 p.m., and will arrive on Wednesday early in the morning and will leave for Europe and ports of call on the same day.

## PUBLIC COMPANY MEETINGS.

## HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

The twenty-first ordinary meeting of shareholders in this Company was held at the Company's offices, Victoria Buildings, at noon yesterday. Hon. Mr. W. J. Gresson presided, and there were also present Sir Paul Chater and Messrs. E. Shellin, H. P. White, C. S. Gubbay, H. A. Siebs, G. Friesland (directors), A. Shelton Hooper (secretary), J. A. Jupp, H. N. Mody, J. M. E. Machado, F. Ellis, A. Rodger, H. Percy Smith, W. E. Clarke and D. R. Moss.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, I propose, with your permission, to take the report and accounts as read. Dealing first with the balance sheet, I have to point out that our investments are practically the same as for the previous year, the differences being a slight increase in amount advanced on mortgage, some \$12,000, and a decrease of \$13,800 in our property investments. This decrease is due to the sale of a portion of the Godown property on Praya East formerly occupied by the Kowloon Wharf and Godown Company. The balance of the original lot is in course of conversion into dwelling houses and the laying out of a new street from Queen's Road East to Praya East. This street will be acquired and paid for by the Government. This re-development of the property was, in the opinion of your directors, rendered necessary by the transfer of the godown business to other districts. Turning to profit and loss account you will observe that our net profits on the year's working are \$348,059.55 as against \$364,728.05 in 1907, a decrease of \$16,668.40 brought about by the additional repairs necessitated by the typhoon of July last. Rents for the whole year, notwithstanding the loss of \$12,000 which was incurred by the godowns which I have referred to as in the course of conversion, are virtually the same as last year. In interest and charges accounts, the slight differences are, I am pleased to say, on the right side. If any further information is desired I shall be pleased to offer it, before formally moving the adoption of the report and accounts.

No questions being asked, the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. JUPP—I have much pleasure in seconding the motion, and I think shareholders will agree that, considering the present severe depression in property and in trade generally, we have every reason to be satisfied with the results put before us.

The motion on being put was carried unanimously.

On the motion of Mr. MACHADO, seconded by Mr. Mody, the confirmation of the appointment of Messrs. C. G. R. Brodersen, C. S. Gubbay and H. A. Siebs to the directorate was confirmed.

It was proposed by Mr. ELLIS that Messrs. H. P. White and H. A. Siebs should be elected directors.

Mr. RODGER seconded, and the motion was agreed to.

Messrs. J. Cox-Edwards and H. Percy Smith were re-appointed auditors on the motion of Captain CLARKE, seconded by Mr. ELLIS.

The CHAIRMAN—Dividend warrants will be ready on application, gentlemen. Thank you very much for your attendance.

## HONGKONG LAND RECLAMATION COMPANY.

The eighth ordinary meeting of shareholders in the above company was held yesterday at the offices, Victoria Buildings. The Hon. Mr. W. J. Gresson presided and there were also present Sir Paul Chater, and Messrs. C. S. Gubbay, (directors), J. H. Seth, H. Percy Smith, A. Shelton Hooper, A. E. Asger, Ho Fook, Ho Kom Tong, J. C. Peter, C. H. Ross, Lo Cheung Shui, E. L. Hughes, and Mowbray S. Northcote (secretary).

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen, The report and statement of accounts having been in your hands for the past week we may, I think, take them as read. The reclamation of Kowloon Marine Lot 49 has now been completed, and except for a final sum of some \$11,500 due to the contractor, is paid for, leaving us in possession of an area of 429,633 square feet over the whole lot. The completion of this work has absorbed such funds as we had out at interest over and above the amounts invested in mortgages, and this fact accounts mainly for the decrease shown on the balance sheet under the heading of Interest. No new reclamation works have been undertaken during the year under review, nor have any sales of land been effected. We are however, able to maintain our dividend of seven per cent. from the balance brought forward from last account, and after payment thereof to carry forward a sum of \$217,100.23, a guarantee of a like dividend for some few years to come, even if no sales be made in the meantime. Before formally moving the adoption of the report and accounts I shall be pleased to answer to the best of my ability any question you may wish to ask.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. PERCY SMITH seconded, and the motion was carried.

The appointment of Mr. C. S. Gubbay to the directorate was confirmed on the motion of Mr. PETER, seconded by Mr. Ho Fook.

On the motion of Mr. Ho Kom Tong, seconded by Mr. Lo Cheung Shui, Messrs. Shellin and Gubbay were re-elected directors.

Mr. ROSS proposed, and Mr. SETH seconded, the re-election of Messrs. Potts and Gordon as auditors.

Carried.

The CHAIRMAN—Thank you for your attendance, gentlemen. Dividend warrants will be ready to-morrow on application.

## WEST POINT BUILDING COMPANY.

The 21st ordinary meeting of shareholders in the above company was held yesterday at the offices, Victoria Buildings. Sir Paul Chater presided and there were present Hon. Mr. W. J. Gresson, Mr. J. W. C. Bonnar, Mr. U. S. Gubbay (directors), Messrs. F. Maitland, A. H. Skelton, J. M. Machado, T. S. Forrest, Ho Kom Tong, Lo Cheung Shui.

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen, I will with your permission take the report and accounts as read. The lease of the whole of your property being still current, the gross return for rents remains unchanged. Turning to the other side of the profit and loss account you will, however, notice an increased expenditure under the heading "Repairs to buildings," due to the severe typhoon experienced by the colony in July last, and in view of the fact that those repairs are not yet completed, some portion of the costs thereof having to be borne on the accounts for the current year, your directors deem it advisable to pay a slightly decreased dividend for the closing half of 1908 enabling them to carry forward a somewhat larger balance to, in part, meet the expenditure, and therefore recommend a dividend of only \$2 per share, which we trust, will meet with your approval.

There were no questions and the report was adopted on the motion of the CHAIRMAN, seconded by Mr. MAITLAND.

Mr. MACHADO proposed, and Mr. SHELTON seconded, the confirmation of the appointment of Hon. Mr. Gresson and Messrs. Gubbay and Bonnar as directors.

Carried.

On the motion of Mr. FORREST, seconded by Mr. MAITLAND, the re-election of Hon. Mr. Gresson and Mr. GUBBAY as directors was approved.

The auditor, Mr. J. Cox Edwards, was re-appointed on the motion of Mr. Ho Kom Tong, seconded by Mr. CHEUNG SHUI.

The CHAIRMAN—Dividend warrants will be ready on application, gentlemen. Thank you for your attendance.

Carried.

On the motion of Mr. FORREST, seconded by Mr. MAITLAND, the re-election of Hon. Mr. Gresson and Mr. GUBBAY as directors was approved.

The auditor, Mr. J. Cox Edwards, was re-appointed on the motion of Mr. Ho Kom Tong, seconded by Mr. CHEUNG SHUI.

The CHAIRMAN—Dividend warrants will be ready on application, gentlemen. Thank you for your attendance.

Carried.

On the motion of Mr. FORREST, seconded by Mr. MAITLAND, the re-election of Hon. Mr. Gresson and Mr. GUBBAY as directors was approved.

The auditor, Mr. J. Cox Edwards, was re-appointed on the motion of Mr. Ho Kom Tong, seconded by Mr. CHEUNG SHUI.

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The CHAIRMAN—Dividend warrants will be ready on application, gentlemen. Thank you for your attendance.

Carried.

## ROMANCE IN BANKING.

Some interesting insights on the origin of banking, and the methods resorted to in earlier times for the preservation of wealth and property, were given by Mr. Maberly Phillips, F.R.S.A., in a lecture at the London Institution, on the 27th inst. The lecturer, who is a well-known authority on the subject, pointed out that the earliest banking was a simple affair, and that the first banks were established in the East. He said that the first banks were established in the East, and that the first banks were established in the East.

GRAVEYARDS AND TALLY STICKS.

Bills of exchange and similar modes of transferring value, without the aid of coin, were invented by the Jews. They were the most skilled workers in the precious metals, which in times of prosperity they sold to the ecclesiastical establishments, and in times of adversity were equally willing to receive in pledge for money advanced. It was their practice to deposit the securities for advancement in some public building. It was often the custom to hide money, and Charles II. obtained a million and a half by closing the Royal Exchequer which contained the huge sum of money belonging to the bankers. As late as 1748, when the people of Newcastle-on-Tyne were in fear of a visit from the followers of the Pretender the wardens of All Saints' Church had no friendly banks to take care of their valuable plate as their books showed an entry for £5,000 paid to the gravedigger for burying the church plate. Again, the "hutches" belonging to the various town guilds were very favorite places for depositing money and deeds. Newcastle had a town chest, and to this day there remain unclaimed old tally sticks, 1266. Exchequer tallies were an antiquated form of receipt given by the Government for money deposited with them. Notes were cut on a stick to represent the amount of money deposited, and these were split in two, one half being retained by the official and the other by the depositor. When the money was required, the stick was presented, and if it tallied with that portion in the keeping of the official, the money was paid. It was difficult to determine how long this system lasted, but it was certainly in use in the 18th century. In 1834 an Act was passed for the destruction of the old tallies. It was decided to burn them in the flames of the House of Lords. But though the workmen were told to burn very few at a time, they put in so many that the flames were overhauled, and both Houses of Parliament were burned to the ground.

CLIPPING COINS.

Tracing the progress of events, the lecturer pointed out that in 1697 the Government issued a number of Exchequer Bills for £10 and £5, which carried interest. Many interesting stories were told of the Irish, who sometimes instead of changing some of the smaller notes which were issued in that country, pawned them, and left them until they could be redeemed. The practice of clipping coin was very extensively carried on in England, and it was on record that a North Country vicar had sold to a silversmith at Newcastle no less than 900 oz of silver which he had obtained by clipping coins. Great trouble was experienced with the coins, and the banks were also worried by the deficient and expensive postal arrangements. Until the introduction of postal postage a letter of 40s. to the North of Scotland, which could be sent for 1d., then cost 21s. and was carried by a packman. In order to lighten the parcels, the banks used to cut the margins of the notes. Members of Parliament had the right to frank letters for the post, and therefore, every bank tried to get one of their directors into Parliament. The practice of franking was carried on by the banks to such an extent that the Post Office found that during the three months of 1791, 103,805 franked letters, costing the Department over £20,000, had been passed through the hands of the banks. The Bank of England had been established nearly twenty years before the first £1 notes were issued, only to be withdrawn in 1821. During the panic of 1825 they were re-issued. Great difficulties were experienced in the way of getting change, and one or two of the workhouses issued notes themselves. This was discredited, but in moving the old workhouse at Birmingham some years ago the originals of the plates from which the notes were produced were discovered. Birmingham workhouses issued £1 notes, but various others issued £5 notes. In 1797 money was so scarce that the authorities issued a large number of Spanish dollars stamped with the English King's head. Both heads were somewhat weak, and so a wag of the day brought out this rhyme: "The Bank to make their Spanish dollars pass Stamped the head of a foot on the head of an ass."

Private banks started in 1705, and by 1820 about 500 of them issued their own notes. The partners in these banks took great interest in the affairs of their locality. During the last thirty years, 244 banks had passed out of separate existence, one-half of which were private banks, taking four as the average number of partners in each bank, they found that nearly 500 gentlemen of position, wiped out of their several spheres of usefulness, for which the country was distinctly the poorer.

VOTES FOR WOMEN AND POLYGAMY.

DUCHESS OF MARLBOROUGH ON WOMEN'S VALUE.

I have just received advance sheets of the North American Review containing the first of a series of papers on the position of woman by the Duchess of Marlborough, cables the New York correspondent of the Times.

On the question of the moral rights of man and woman, she says—

"It is, in my opinion, the necessity to adjust herself to man, to be judged by his individual standard, and to conform her whole personality to his way of thinking, that has robbed woman of the power, strength, and influence she could have exerted as a united and independent majority."

Why should women have a standard of right and wrong adjustable to moral sense of men to whom they may happen to belong by purchase as in earlier days—by marriage as in modern? How can any logical sequence in mind or action be expected of woman under such prevailing conditions?

If man is taught to regard woman only as conducive to his comfort and pleasure, how she asks, can she also to his higher gifts?

"An idea has even been projected that if women gain the franchise England will become addicted to polygamy—woman being in the majority by a million and a half, and every woman insisting on her right to a share of a husband."

"But the industrial value of woman in the upper and middle classes has so greatly decreased that it is to be feared that more than one wife will hardly meet with favour in the eyes of the man who has to dress, feed, and amuse her."

## "BANK-CHARING-CROSS."

A FOGGY IMPRESSION OF LONDON.

"Bank!" said the conductor. "There was nothing to be seen. Was the man joking? 'Bank!' said the conductor again. 'Over there,' he added, pointing a grimy fore-finger into the gloom. The effort with which he restrained himself in the presence of one who had seemed even momentarily to doubt a horse-bus conductor on the subject of the Bank was evidently superhuman.

And in truth, O! most potent conductor, it would seem as if thou couldst summon Banks from the vasty deep, for lo, there rises out of the night a ghastly mass and a vision in top-hat and gold-laced apron, guarding what would seem the portal of some gloomy cavern. It is the Bank porter at his accustomed post. With in the cavern strange mists are seen rolling turbidly, and a grey stream flows ceaselessly by the portal. Now and then shapes detach themselves from this stream, drift into the cavern, and are swallowed up. The Bank still stands where it did, and is going about its business in the old way, as placidly as old George Peabody ever there, sitting calmly, his chair, with one leg thrown over the other, utterly oblivious of the fact that he is three inches deep in snow from top of his white head to the tip of his white boot toe! So far so good, but where is the rest of it? Where, for instance, is the Royal Exchange? Ah! there is some lettering in the air there. What is it? "Ann. . . Eliz. . . DC. . ."—the fog comes down and covers the whole. But that it is the Royal Exchange phanton columns, slipping in and out of the fog, under the spot which the lettering became visible, sufficiently attest. And here is the Dyle of Wellington sitting in an inch of snow—trifles, of course for such an old campaigner. The Mansion House should be hard by. Let us look for its lights. There they are—one, two, three—like fireballs drifting in the air. And now, suppose we try to "make" a ha-poise.

Is one lost in a New Arabian night? Nothing seems real. It is not merely that the fog is settling over everything, but the snow effects are fantastic—balconies, porches, sills of windows are all tricked out in white, and the cleaners of the streets have gone more than pile the snow by the roadway. They have lined Chapsdale with a chain of mountain ranges—models, of course, but as miniatures, perfect. If those are not the Himalayas Mount Everest never existed, and there is Mont Blanc in all his grandeur. On the other side of these towering summits the traffic is floating silently by. You do not hear streaming London's central roar to-day; the buses seem to have lost their rattle; the motors boom with a muffled sound; the drays and carrier carts (the latter with snow frosted over their topmasts) seem to drift down the ways instead of creaking; as for the taxi-cabs, they are apparitions "impelled" of invisible tides.

Now we are at the entrance to St. Paul's garden. But where is St. Paul's? It is certainly not visible in the meantime, but, since the day of Macaulay's New Zealander is not yet, let us take heart of hope. Suppose we enter the garden. How unexpectantly peaceful it is. Paths have been cleared through the snow, and occasionally someone passes through cutting the corner. But mostly the place is left to the snow and pigeons. The same whom the public are "respectfully requested not to feed on the grass or flower beds." Strictly speaking, the offence would be impossible to-day, for not so much as a blade of grass is to be seen; all is inches deep in snow. The pigeons are fluttering round the fountain. One alights for a moment on the notice-board at the south-east corner. "St. Paul's Garden," you notice it reads, "is maintained at the expense of the Corporation for—". The rest is snow. As you pass through the garden you may note, if you care, the line of trees on the north side, the turn to a screen of faint lights, which, shining silver in the mist, perform the miracle even as you approach. And now you can trace the outline of the mighty building, with its great dome.

As we turn to enter Ludgate-hill the west front offers its hospitable breadth of step. The appeal is not to be resisted. Quite a number of people, we find, have already yielded to it, and are resting in the silence and the shadows. It is even more ghostly within than it is without. Black figures of vergers sit here and there, directing the questioning steps of greyer figures that step forward from the roof of the great dome. The altar is lost in black depths; only the gold tones of the end window pierce the gloom. Some fifty or sixty people are seated within the building, the men in the majority. Passing out upon the steps again, mark how royal a mantle the snow has thrown over the shoulders of Queen Anne. Immediately before the blackness begins again. At Ludgate-circus it becomes Stygian; all the lights of the place are faded to illumine the ways. Fleet-street ascending, winds its way gloomily upwards towards the Strand, with here and there white lights of snow above the burning gold in the shops beneath.

We come upon St. Clement Dane's almost with a start, so dark has it grown, and halting for a moment at the Gladstone Statue we discover the child figures among the statuary wear huge white sailor-collars—at least, so it seems. As for the rest of the Strand, we begin at times to suspect that it has receded to the river again, so thick is the fog. In the courtyard of Somerset House we catch sight of a human figure, round which chaotic mists are swirling. It is intended as an emblem of Father Thames, and you might fancy him at that moment occupied in rising out of primeval Night. In the fulness of time we pass a ghostly Charing-cross Station and arrive at Trafalgar-square—or rather the place where we judge Trafalgar-square to be.

THE NELSON COLUMN.

And here, if we walk to the centre of the square, we might fancy ourselves a thousand miles from anywhere. The sound of the traffic hardly reaches us, and we see it not at all. There is a sound, the sound of the fountain, plashing, but it seems a far off, like a sound in a dream, and the spray, when we discern it, appears faint and unreal. The lions have a heavy coat of snow, but it only makes them the more impressive. And then we sit fittingly at the Nelson Column, deep black in the darkness, there is a representation of the death of the hero. He is in the centre of the panel; above, officers and friends are stopping over him. Hardy and the rest lean forward to catch the dying words; so that there are three separate panels in the panel. With amazing artistry the snow has transformed this scene into a striking piling-up of mighty peaks, tipped with eternal snow. Out of each head in relief it has made a snow-capped summit, and the lines of pendant limbs have become crevasses, and, in short, a whole phantasmagoria of fantastic snowy crags and peaks has leapt out as at a magic summons.—Daily Telegraph.

The Calcutta Englishman says—We are informed that certain Mill Lancashire capitalists have decided to set up weaving and spinning mills in the Bombay Presidency.

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## MILITARY AND NAVAL NOTES.

The Pioneer says that Major-General R. D. Adams, V.C., C.B., has had to take long extension of leave at home and it is improbable that he will return to India. This sudden check in his career has been due to a fall which he received while riding home a few months ago. It was not at first believed he had suffered any serious injury, but he had eventually to take leave to England and his medical advisers have pronounced against his return to duty. Major-General Adams won distinction with the Guides Cavalry and his regimental service was practically confined to that corps, which he commanded for several years. As a cavalry leader he had no equal among his contemporaries in the Indian Army, and his gallantry on various occasions won him the enthusiastic admiration of his men. The Guides, and indeed all units of the old Frontier Force, will learn with deep regret that he has been compelled to resign the command of his brigade. The Indian service has lost a gallant and distinguished soldier whose sterling qualities were not more remarkable than the modesty and self-sacrifice which marked his whole career.

That a number of young gentlemen who consider themselves fit subjects for commissions in the Army are unduly sanguine is the only conclusion to be derived from a perusal of the report of the Army Qualifying Board on the 326 candidates presenting themselves in September last with a view to commissions. Some of the comments are appended:—

The English essays, as a whole, were mediocre; most of the candidates could express themselves with some facility, though many of them were too fond of colloquial phrases; but very few indeed were able to arrange their thoughts in proper sequence or to rise above the obvious and the commonplace. The work in dictation was very uneven; some of the candidates made the most grotesque mistakes both in orthography and in punctuation; many others lost marks by pure carelessness and inattention. The precise writing was in most cases unrecognizably bad. Its badness was not to be accounted for by the fact—which was generally apparent—that the writers had little idea of the purposes which served precise writing. Their work was often written in a slovenly manner, defaced by interlineations and corrections, and by bad spelling, arrangement, and composition. But the vital defects were recklessness in misstatement and an apparent inability of the writers to read a simple narrative with any degree of care and intelligence. A considerable number wilfully imported matter of their own imagination into the story, apparently with the idea of improving it. Either the majority of candidates had not been exercised in precise writing, or their teaching had been much misdirected.

Much of the arithmetic work was very unsatisfactory; the majority of the candidates being unable to deal with the parts of the subject on which special stress is laid in the syllabus.



